

Sako & Associates, Inc.
3721 Ventura Drive, Suite 100
Arlington Heights, Illinois 60004
U.S.A.
Phone: (847) 392-8000, Fax: (847)
392-3501
Email: sako@sakoa.com
Writer's e-mail: rsletten@sakoa.com

Meeting Notes

Client: Philip Morris USA

Date: February 26, 1999

Project: Marlboro Racing School

Our Project Number: 9905

Date of Meeting:

February 22, 1999

Participants:

Representing:

Mr. Steve Sampson
Mr. Cliff Yonce
Mr. Greg Leonard
Mr. Mike Balgley
Mr. Pete Twiddy
Mr. Chuck Sprague
Mr. Jack Layne
Ms. Felicia Stoker
Ms. Kati Otto
Mr. Wayne Manis
Mr. Dale Willis
Mr. Scott Atherton
Mr. Ed Straub
Mr. Phil Tucker
Mr. Carl Haddon
Mr. Rolf Sletten

Philip Morris USA
Philip Morris USA
Philip Morris USA
Philip Morris USA
Twidsports, Inc.
Race Experience, Inc.
Track Time
Korman Marketing Group
Burson Marsteller
Manis and Associates
Manis and Associates
California Speedway
California Speedway
California Speedway
California Speedway
Sako & Associates, Inc.

Purpose of Meeting: Preliminary Planning Meeting at the California Speedway for the Marlboro Racing School and survey of the facility.

Noteworthy Comments:

1. Mr. Straub described the overall security for the Speedway and that he and Mr. Tucker have day-to-day responsibility for security. Primary Speedway security is established at Gate 1, which is the only gate open on non-race days. The security guard at that gate screens all people entering the facility on non-racing days to assure that the persons entering have business at the facility. During the Racing School it would be the only gate open and Marlboro could define who they want in or out.
2. Mr. Straub noted that there are three security guards on site 24 hours per day, 7 days per week. The security guards are proprietary to California Speedway. If additional security guards are needed, the Speedway contracts with CSC.
3. Mr. Straub noted that during the Racing Program the Speedway would be shut down and dedicated solely to Marlboro. Mr. Atherton said that they would plan on conducting their normal business and that there would be people coming to the Speedway for meetings and tours related to events, etc. There was a discussion of what constitutes a tour and Mr. Atherton noted that a tour may consist 2 or 3 individuals who are escorted around the Speedway for business purposes only.

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4. There was a discussion of possibly having the consumers sign the Speedway waivers at the front gate. Mr. Manis and Mr. Balgley explained that the consumers would sign the waivers prior to coming to the Speedway and that normally would be done at the airport on arrival days. This would be acceptable to the Speedway.
5. Mr. Haddon explained that the number of fire safety teams on the track during an event depends on the number of cars and that an appropriate number would be there for the Racing School. There is also a doctor on site at the Care Center during events and a minimum of one Advanced Life Support (ALS) ambulance and crew. Mr. Haddon noted that if the ambulance or the doctor has to leave the Speedway with a patient, use of the Speedway shuts down.
6. Mr. Haddon said that in the event of any accident, the driver is checked out by the doctor and that everything is documented by his people and the doctor. Marlboro would follow this process as well.
7. The Speedway will use standard track light controls to control the consumers.
8. A summary of the number of Marlboro Racing School program people is: 16 instructors from Track Time, 11 people from Racing Experience, plus an undetermined number of PM personnel, 50 guests and 2 security agents.
9. There will be a total of three venues being used simultaneously for the racing School: the oval; the infield road course and the suites parking lot for the gymkhana.
10. Mr. Twiddy explained that on a typical program day, there will be a PM media trailer which will be the base of Marlboro Racing School operations at the Speedway. There will be an office set up in the media center, including computers, faxes, telephones, etc. Security can use this trailer when they are at the Speedway.
11. A typical Racing School day was explained by Mr. Twiddy and the proposed itinerary would be as follows:
 - Consumers leave the hotel at approximately 7:30 am and arrive at the Speedway at 8:00 am.
 - Breakfast will start at 8:00 am.
 - Consumers will then suit up and get ready for school.
 - Racing school starts at 9:00 am.
 - There will be a one hour lunch break for all three venues at the same time.
 - The school will conclude at approximately 4:00 pm.
12. There will be 12 open wheel Indy type cars, 12 IROC's, 12 NASCAR type cars and 10 Mustangs.
13. The school may use 3 passenger vans to move people around the track from the Media Center to each venue, etc. so that the consumers are not walking around.
14. Consumers and guests will either be driving, preparing to drive or observing.
15. On arrival day it is planned that the consumers and guests we would be brought to the Speedway at about 4:00 pm and taken to the tower to get an overview of the Speedway. They then would move to the garage area and be outfitted for their equipment. Dinner would follow at the Speedway.
16. The issue of demonstrations was reviewed. Anyone legally demonstrating in San Bernadino County has to obtain a permit from the Sheriff's Department and the Speedway would be notified if such a permit had been issued. Demonstrators have to demonstrate across the street from gate 1. If there is a trespass situation, the Speedway will call the Fontana Police Department and Sheriff's Department to have the trespasser(s) removed and they will press charges.
17. The entire property is fenced.
18. There are 3 in-house security staff on duty 24 hours per day, 7 days per week. Normally one guard is stationed at gate 1 and the other 2 patrol, one in the in field area and the patrols outside the infield in the parking lots, the grandstand, etc.
19. The Manis agents would support the Racing School and Mr. Balgley explained that the Manis staff are not at the Speedway to take over security or to interfere with Speedway security but to merely provide for a safe and secure experience for the consumers and guests.
20. If there is rain, Mr. Haddon makes a determination if it is safe to run, and if not, the track will be shut down. Normally only the open wheel cars tend to be affected by rain, however, if there is rain, the impact is mainly on the oval and not the gymkhana or the in-field course. It was emphasized that safety for the Racing School is of major importance.

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21. Mr. Willis explained that a Manis agent would accompany any victim of an accident to the hospital. This needs to be coordinated with Mr. Haddon.
22. There are three hospitals that the Speedway uses. They are:
 - San Antonio Community Hospital (approximately 5-7 minutes away by ambulance) – used for non-trauma and non-burn cases.
 - Loma Linda University Hospital (a trauma level 1 center-approximately 8-10 minutes away by ambulance)-used for trauma patients.
 - San Bernadino County Hospital (approximately 8-10 minutes away by ambulance)-used for burn patients.
23. The medical evacuation helicopter is very close but typically takes longer to respond than the ambulances take to get to the hospitals. One of the few times a helicopter may be called would be if an extraction is taking a long time and the helicopter could respond to the Speedway and injuries or other conditions would indicate the helicopter would be the appropriate means of evacuating a patient.
24. Mr. Straub advised that the biggest problem in the past has been with spectators. Mr. Sampson explained that no one under the age of 21 would be allowed into the Speedway and that family and friends are not invited to attend and observe the consumers and guests.
25. There was a discussion regarding establishing a secondary checkpoint at the tunnel to the infield to limit access to only those Speedway employees and program participants onto the infield. This seemed to be a good idea according to the Speedway representatives.
26. Ms. Otto then discussed the Corporate Affairs issues and concerns and that any media interest in the Racing School should be reported to Corporate Affairs as soon as possible. Mr. Atherton said that the Speedway's media spokesperson is Jay Lucas. There will be follow up discussions regarding media contacts, etc. It was agreed that the notification process between all the parties needs to be discussed in detail to assure that it is appropriate.

This constitutes my understanding of the matters discussed, if there are requests for corrections or changes please let me know in writing.

Sincerely,

SAKO & ASSOCIATES, INC.

Rolf B. Sletten
Vice President and Director of Operations

C: Sako File 9905

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